

Flight Jacket

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Proudly Serving the Marine Corps Air Station Miramar Community

'Bats' remember fallen comrades

By Cpl. Kristopher S. Haloj

CPAO, MCAS Miramar

Marine All-Weather Fighter Attack Squadron 242, "Bats," paid tribute to two of their own here Sept. 15 in a memorial service conducted at the station chapel.

Maj. Nicholas Ferencz III, 36, and Capt. Bret O. Hines, 27, died while conducting F/A-18D aerial combat maneuver training at the Barry M. Goldwater Range near Marine Corps Air Station Yuma, Ariz., Sept. 11.

Ferencz, a native of Cleveland, VMFA(AW)-242's executive officer and pilot, and Hines, of Richmond, Va., was the squadron's schedules officer at the time of the accident.

Hundreds of friends and family attended the service to say goodbye and express what these two men meant to them.

"They will be remembered as treasured sons of a proud nation that holds sacred the values of human life, personal liberties and the pursuit of happiness," said VMFA(AW)-242 Commanding Officer, Lt. Col. 'Rocky' Morrison. "They were honorable men who placed country and Corps above themselves. Nick and Bret are Marines. In a small way, I hope these words can help all of us remem-

ber who they were and what they did to make us better."

Morrison continued, "Nick and Bret's legacy is passed to us. We have become the keepers of their flames. From now and forever they live in our hearts and minds — where their memories will brighten our remaining days."

Ferencz graduated from Marquette University with a bachelor's degree in business administration and was commissioned as a second lieutenant in 1985. He began his Marine Corps career as an artillery officer. He was designated as a naval aviator in January 1993, and was selected to attend TOPGUN in 1995. He was appointed executive officer of VMFA(AW)-242 in June. He is survived by his father, Dr. Nicholas Ferencz Jr., stepmother, Marlene Ferencz, and his sister, Barbara A. Barbato.

Hines graduated from the University of Virginia with a bachelor's degree in commerce, and was commissioned as a second lieutenant in 1994. He reported to VMFA(AW)-242 in October 1998, and completed a six-month overseas deployment with the "Bats." Hines served the squadron in a

See **Memorial**, page 11



Col. Rocky Morrison, Marine All-Weather Fighter Attack Squadron 242 commanding officer, presents Elizabeth Hines with the American flag during a memorial service for her son Capt. Bret O. Hines. Hines served as a VMFA(AW)-242 pilot and schedule writer. Maj. Nicholas Ferencz III, 'Bats' executive officer and pilot, was also honored during the memorial service. Both Marines died during an F/A-18D mishap on the Barry M. Goldwater Range near Marine Corps Air Station Yuma, Ariz., Sept. 11.

photo by Cpl. Kristopher S. Haloj

POW/MIAs remembered at Miramar

By Cpl. Kristopher S. Haloj

CPAO, MCAS Miramar

Marine Corps Air Station Miramar hosted a National POW/MIA Recognition Day ceremony and banquet at the Officers' Club here Sept. 15.

The event drew POWs from World War II, the Korean War and the Vietnam War, who were recognized for the sacrifices they made in service to their country.

"Our nation appreciates the courage and sacrifices of these men and women, who endured the hardships and sufferings as prisoners of war, and we hold our obligation to account for those service members still listed as missing as a most sacred trust," said Col. Thomas A. Caughlan, chief of staff, Marine Corps Air Bases Western Area.

Maj. Gen. William G. Bowdon, Commander Marine Corps Bases Western Area, brought everyone's thoughts to those service members who never made it back.

"Today there are about 900 or more MIAs. Our government

See **POW/MIA**, page 11

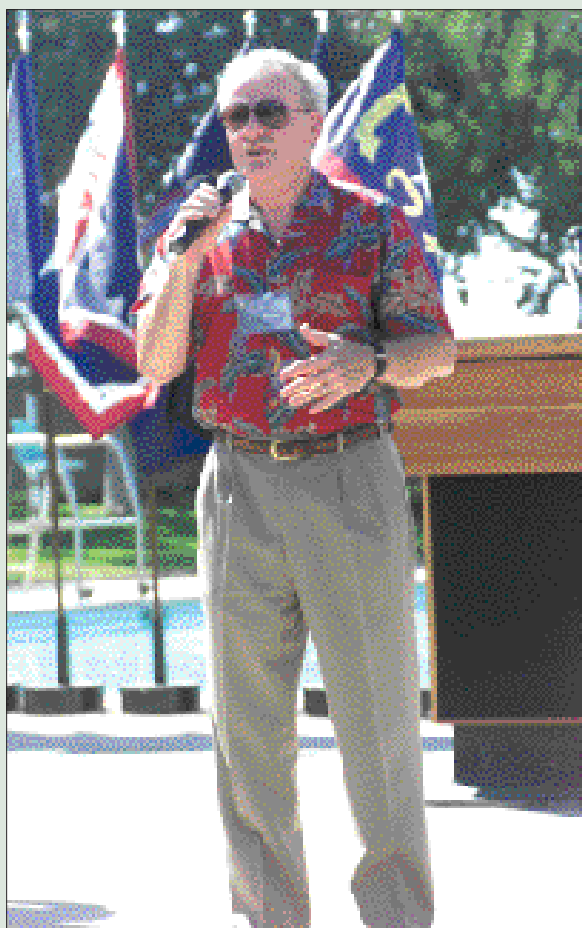


photo by Cpl. Kristopher S. Haloj

Former Prisoner of War, retired Navy Capt. Dave Carey speaks about the day he became a POW in the clutches of the North Vietnamese Army. Carey spoke to POW/MIA Remembrance Day ceremony attendees at the Officer's Club Sept. 15.

Corps tests new electronic LES

Courtesy of Defense Finance and Accounting service

A new paperless initiative is now in the testing phase. Now with Electronic Leave and Earnings Statements (E-LES), Marines will be able to view and print their LES through their Employee/Member Self Service, or E/MSS accounts.

The new capability has been available since Sept. 11.

The E-LES mirrors the existing hard-copy LES and is protected by a secure protocol that protects data between the user's computer and the E/MSS server, allowing only the user to view and print personal statements. Systems requirements for using E/MSS and E-LES are the industry-standard browsers Netscape

Navigator version 3.0, 4.01 or higher; Microsoft Internet Explorer version 4.0 or higher or Netscape Communicator.

To access E-LES, Marines must customize their E/MSS temporary Personal Identification Numbers. Temporary PINs are good until Oct. 15, and all customers are required to customize PINs when using E/MSS for the first time. User-friendly menus will guide users through the system, and online assistance is available throughout the entire process. Anyone who has lost their temporary PIN or who has not received a temporary PIN should call the E/MSS Customer Support Unit (CSU) at 1-800-390-2348, from 7:00 a.m. until 7:30 p.m. EST, Monday through Friday.

Accessing and updating pay information

See **LES**, page 10

IN THE News

Marines learn to break every day work grind page 2

Lejeune seeks info on Marines who had children in base housing page 3

POV shipment systems gets reorganized page 4

Sports

Jaguars remain on top and unstoppable page 6

Features

Units swept up at Sea Horse Wind page 7

'Bats' fly with foreign adversaries during exercise page 8

Flight Jacket



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MACG-38 Career Day highlights Special-Duty Assignments

By Sgt. Troy M. Ruby

CPAO, MCAS Miramar

Members of Marine Air Communications Group 38 gathered at the station theatre Sept. 15 to attend the unit's inaugural Career Day.

It focused on the retention of enlisted Marines by giving them different options in the forms of drill instructor duty, recruiting duty and Marine security guard duty.

"Onboard the air station here and on other bases they always have career day, but it's focused on Marines leaving the Marine Corps. Right now we are having trouble keeping Marines in, so we focused on their future here and not in Corporate America," said Chief Warrant Officer Windfred Luster, MACG-38 embarkation officer.

The main goal for the event was to let the Marines know that being a Marine does not necessarily mean working the same job until retirement.

"I found out that a lot of the Marines I speak with want a change of pace from their regular job," said Gunnery Sgt. Juan Allen, the MACG-38 career planner. "These billets open up new avenues for re-enlistment for them and they don't have to stay in their current military occupational specialty."

Marines who actually worked in the specified billets gave presentations that described all aspects of the jobs.

To help loosen them up, each one was prefaced with a humorous skit. "Thanks to the skits, everyone got to see what it was really

like out there. They didn't hold anything back; they told the good and the bad points, and that's what made it educational," said Cpl. Shawn O'Connor, a Marine Corps integrated maintenance management specialist.

The experts then explained everything from where the schools are located to what they did on a daily basis.

"It's awesome because it's Marines who have been in the billet offering advice to Marines who might be apprehensive or might not take the initiative to go and seek the information out themselves," said Sgt. Johnny Agustin, MACG 38 roadmaster. "This forum brought the information to them and showed how doing one of these special duty assignments can enhance their career."

Since the completion of career day, several Marines who were planning on getting out of the Corps have approached Allen, and are now looking at possibly re-enlisting for one of the highlighted special duty assignments.

"We've gotten some very favorable feedback from Marines throughout the group," said Lt. Col. Vincent DuBois, MACG-38 executive officer.

"I just want them to remember that America needs the Marine Corps and the Marine Corps needs its very best to stay in; and for the very best there are tremendous options out there in the form of these special duty assignments. Always keep your options open and continue to look at these very exciting and important billets."



photo by Sgt. Troy M. Ruby

Marines of Marine Air Communications Group 38 listen intently as different special duty assignments are described in great detail during the unit's first career day. The event featured guest speakers, who educated Marines about different "B" billets and the benefits of being in such a billet. It also provided Marines with more information on different jobs they can have in the Corps by being a drill instructor or a recruiter.

Padres recognize outstanding Key Volunteers during awards ceremony

By Cpl. Kristopher S. Haloj

CPAO, MCAS Miramar

The San Diego Padres recognized three Key Volunteers from Marine Corps Air Station Miramar during a brief ceremony at Qualcomm Stadium Sept. 1.

The Padres awarded Dianne Dodge, Marine Heavy Helicopter Squadron 466 KV coordinator, Nicole Spade, Marine Medium Helicopter Squadron 161 KV coordinator, and Fran Cooper, Marine Air Logistics Squadron 11 KV coordinator, along with 37 volunteers from the Southern California region with a certificate of recognition and free Padres tickets.

Out of the more than 300 Marine spouses who make up the KV program, the Padres requested the names of three volunteers from Miramar who stood out above the rest, which was no simple task, according to Maria Ready, KV director.

"We have over 300 volunteers here on base, and it was very hard to come up with the names of just three who are outstanding, because we have a great deal of very dedicated people

here," said Ready.

"The three ladies they recognized are very involved in the organization, they are very supportive to the KVs within their squadrons," she added.

"For example, Dianne Dodge comes to all of the meetings. She gets all of her volunteers really involved. She provides a tremendous amount of support to the families," said Ready.

"Nicole Spade provides a very cohesive group of volunteers. She is very much a leader and very enthusiastic (about the program). Fran Cooper with MALS-11, just overall supports the families incredibly."

A modest Cooper made it very clear that the real credit belongs to the KVs who work within her squadron.

"It's their support and dedication to the squadron that makes us so effective. They give great support and just do an outstanding job," said Cooper.

The KV program has representatives in every squadron who act as liaisons between the squadron itself and the family members of the Marines who make up the squadron.

The KVs are trained in everything from the Family Assistance Program to food resource programs to personal improvement programs. If a family member calls on a volunteer for some sort of assistance, the volunteer will know how to direct the person in need.

Not only do the KVs keep the families informed on squadron deployments and open themselves up to assist in times of need, they also promote squadron family togetherness.

Before a squadron deploys, the volunteers hold a pre-deployment brief for the families to keep the families informed and in touch with each other. While the squadron is deployed, the KVs throw a mid-deployment party to help keep up morale and to let the families understand that they are not alone because they have each other.

"We are very lucky. We have a great group here and we get great support from the commands, the generals and the commanding officers," said Ready.

For more information concerning the KV program here, call Maria Ready at (858) 577-1322.

Labor Day losses stoke safety emphasis throughout Corps

By Staff Sgt. Ted L. Hansen

CPAO, MCAS Miramar

Six Marines died and five were hospitalized during this year's 96-hour Labor Day liberty weekend. Ten of the 11 Marines killed or injured were involved in off-duty activities at the time of their incident.

Privately owned vehicle incidents accounted for three deaths and three injured Marines. Another Marine drowned and one may lose a portion of his arm after punching through a window in an altercation with another Marine.

One Marine committed suicide and another is hospitalized after ingesting bleach and pills as part of a failed suicide attempt. Only one Marine died in the line of duty; an aircraft firefighter stationed at Marine Corps Air Station Yuma, Ariz., who was run over by a P-19 fire truck during a training exercise.

Among those dead and injured were two Marines from Marine Wing Support Squadron 373, based here. Cpl. Robert Patterson, a 21-year-old aviation meteorological equipment technician, who died when he fell asleep while driving on Interstate 8 and his car drifted off the freeway and rolled. Patterson was not wearing his seatbelt and died from injuries he suffered when he was

ejected from his vehicle. His passenger, another corporal was wearing his seat belt only sustained minor injuries in the mishap.

These grim statistics prompted former Assistant Commandant of the Marine Corps, Gen. Terrance R. Dake to draft a message on the eve of his retirement re-emphasizing a Corps-wide effort to apply operation risk management assessments equally to on and off-duty activities.

According to the general's message, Marine Administrative Message 432/00, a total of 104 Marines and Sailors assigned to Marine commands have been lost to on and off-duty mishaps in fiscal year 2000. An additional 16 committed suicide.

Sixty-two of those killed were lost in off-duty POV accidents. According to the MARADMIN these statistics are 22 percent higher than the Corps' average of 51 POV fatalities a year during the past five years.

Four Marines attached to, or stationed at Miramar are among those killed. Three died in car accidents, one in a motorcycle accident.

"We have numerous safety and suicide awareness programs as well as a multitude of orders and standard operating procedures," Gen. Dake said in the message.

"While each of these programs and orders are important, they do not relieve Ma-

rines from being responsible for safety, both for themselves and for their fellow Marines. We must do better," he concluded referring to the Marine principle practice of "taking care of our own."

The order went on to mandate the commanding generals of each wing, division, force service support group and all installation commanders to personally report what they are doing to enhance safety at their units or installations to the ACMC. To begin this effort, the ACMC mandated that every Marine be briefed on the above mentioned tragedies and reminded of their responsibility to reverse the rising trend in mishaps.

"Our Corps cannot continue to suffer non-combat losses at this rate," said Gen. Dake. "We must use good judgment, effective leadership and operation risk management to stop needless losses."

Gen. Dake once again addressed the issue of safety during his retirement at Marine Barracks, Washington, D.C., saying, "There is little that is as important to us as safety of the individual Marine. We lose the equivalent of a [Marine Expeditionary Unit (Special Operations Capable)] every year to death or disability."

"Safety will come when Marines embrace it and not just when headquarters directs it," Gen. Dake concluded.

Marine Corps seeks information on Marines stationed at Lejeune during 18-year period

Courtesy of Headquarters Marine Corps

The Agency for Toxic Substances and Disease Registry is seeking information on women who conceived or had children born while living in base housing at Marine Corps Base Camp Lejeune, N.C., according to Marine Administrative Message 394/00.

The ATSDR is a public health service agency, that seek to enhance understanding of children's exposure to volatile organic compounds. The Marine Corps is fully supporting the ATSDR in their efforts.

The survey focuses on the VOCs tetrachloroethylene and trichloroethylene, often used in dry cleaning or as degreasers, which may have existed in the MCB Camp Lejeune water system between 1968 and 1985.

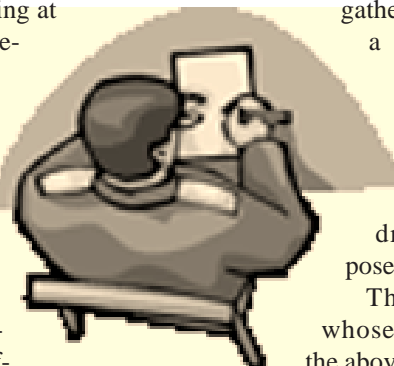
Until the late 80s, these VOCs were not regulated. All water wells found to contain these substances were closed in 1985.

The survey originally began in 1999

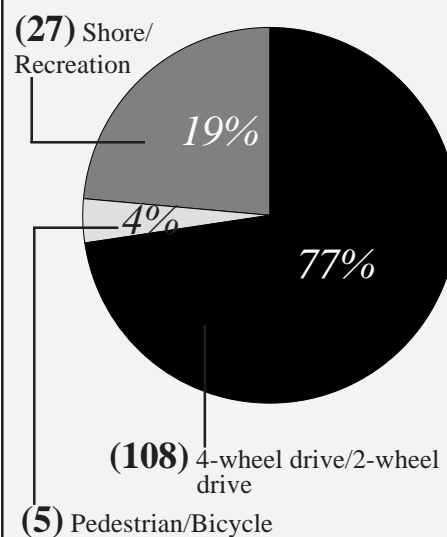
through a press release and letters sent to Marines and Sailors. A recent administrative message was sent out to reemphasize participation in the survey.

The health survey is conducted by telephone and attempts to gather data for use in a scientific research study about the effects these VOCs may have on children when exposed before birth. Those women whose children meet the above criteria are encouraged to participate in this survey, regardless of whether or not the child has exhibited adverse symptoms.

To participate, call the National Opinion Research Center at 1-800-639-4270. For more information about the survey, call the ATSDR at (888) 42-ATSDR, extension 5132. Additional information is available on the Internet at the MCB Camp Lejeune web page at <http://www.lejeune.usmc.mil/water/Watersurvey.htm>.



Navy, Marine Corps Off-duty Fatalities Fiscal Year 2000



Letter from Miramar Commanders on CFC


Ladies, Gentlemen and Marines, in 1961 President John F. Kennedy signed an Executive Order and turned an innovative idea into a uniquely effective way for Federal employees to help those in need across out community and throughout the world. The Combined Federal Campaign is the only authorized solicitation of employees in the federal workplace on behalf of charitable organizations. It continues to be the largest and most successful workplace fundraising model in the world.


Since then, the CFC, through generous contributions of federal employees, has helped hundreds of thousands of organizations and folks in need. Our desire is to see that this "innovative idea" continues to flourish at Marine Corps Air Station Miramar and MCAS Camp Pendleton.

September 25, 2000 marks the start of our Combined Feral Campaign, which will run through November 15. During this time period you will be contacted by your unit/activity CFC coordinator who will explain the benefits and mechanics of giving.

As your CFC Local Federal Coordinating Committee Group Chair, We have assembled a staff headed by Col. Dan McDaniel to ensure the success of our program. Our goal is to "Pass the Word," 100 percent notification. Please help us. Assisting Col. McDaniel will be Lt. Col. T.J. O'leary and our Loaned Executive Capt. Carl Maas. They can be contacted via e-mail or at DSN 267-7931 or 7-6603 to offer any guidance or assistance.

Thank you for your time and continued support of this worthy cause. We remain "Semper Fidelis," always faithful, that we here at MCAS Miramar and MCAS Camp Pendleton will be generous to those individuals and organizations in need.


Maj. Gen.
William G. Bowdon
Commander,
Marine Corps Air
Bases Western Area


Maj. Gen.
Charles F. Bolden Jr.
Commanding General
3d Marine Aircraft Wing

DoD's revamped POV shipment system a customer pleaser

By Rudi Williams

American Forces Press Service

ALEXANDRIA, Va. — It used to be that service members who shipped privately owned vehicles to Europe never knew where their wheels were until the freighter arrived at Bremerhaven, Germany.

Then, they had to catch the “duty train” or hitch a ride to Bremerhaven to claim their vehicles and drive them back to their home station.

That's all passe now. Nowadays, the Military Traffic Management Command in Alexandria, Va., uses computers and the Internet to ensure customers can locate their vehicles 24 hours a day. And it's easy. All they have to do is visit <http://www.wherismypov.com> and enter their order number and last name.

Presto! Their vehicle's location appears on the computer monitor.

If members prefer, they can obtain the same information by calling the toll-free phone number of their nearest vehicle-processing center.

That's just two of several customer-pleasing features in DoD's Global POV Single Contractor Program implemented on Nov. 1, 1998, according to Charles Helfrich, a team leader and traffic management specialist.

The new system has proven to be a customer pleaser because it's faster, easier to use and more efficient.

More than 75,000 vehicles pass through the command's full-service POV service sites worldwide every year.

“We ship to any country in the world where Americans are stationed, including to countries where we don't have much presence, like Israel, Ecuador and Russia,” Helfrich noted. “But the main focus is on Europe — Italy, Germany, Turkey, England and Spain.”

Helfrich said most DoD shipments are full-service movements, meaning one contractor is responsible for the entire movement of the vehicle.

Under the old system, up to nine independent contractors might

handle a vehicle — so many people that DoD officials often had nightmares trying to determine responsibility in loss and damage cases.

Having one contractor saves money and improves service because the party responsible for loss and damage is clear, Helfrich said. The system is not seamless from origin to destination, though, because the contractor must use the command's transoceanic carriers.

Improved services means the days when service members spent long hours trying to process their vehicles are gone forever, Helfrich said.

“When a person enters a full service vehicle processing center, the contractors are required to process them within one hour,” he noted.

“We still have some partial service DoD processing sites that are not held to the one-hour requirement in Japan, Okinawa, Greece and Bahrain. Contractors for those facilities are hired locally.”

The new system handles movement of vehicles for military personnel and civilian employees, including non-appropriated fund employees and DoD Dependent Schools system teachers.

They are limited to one vehicle that doesn't exceed a volume of 20 measurement tons. One measurement ton equals 40 cubic feet; a typical compact car is nine measurement tons; a full-sized car, 15.

Customers pay for each measurement ton over the limit when shipping a vehicle at government expense. Some large pick-up trucks and sport utility vehicles exceed the limit, for instance, he noted.

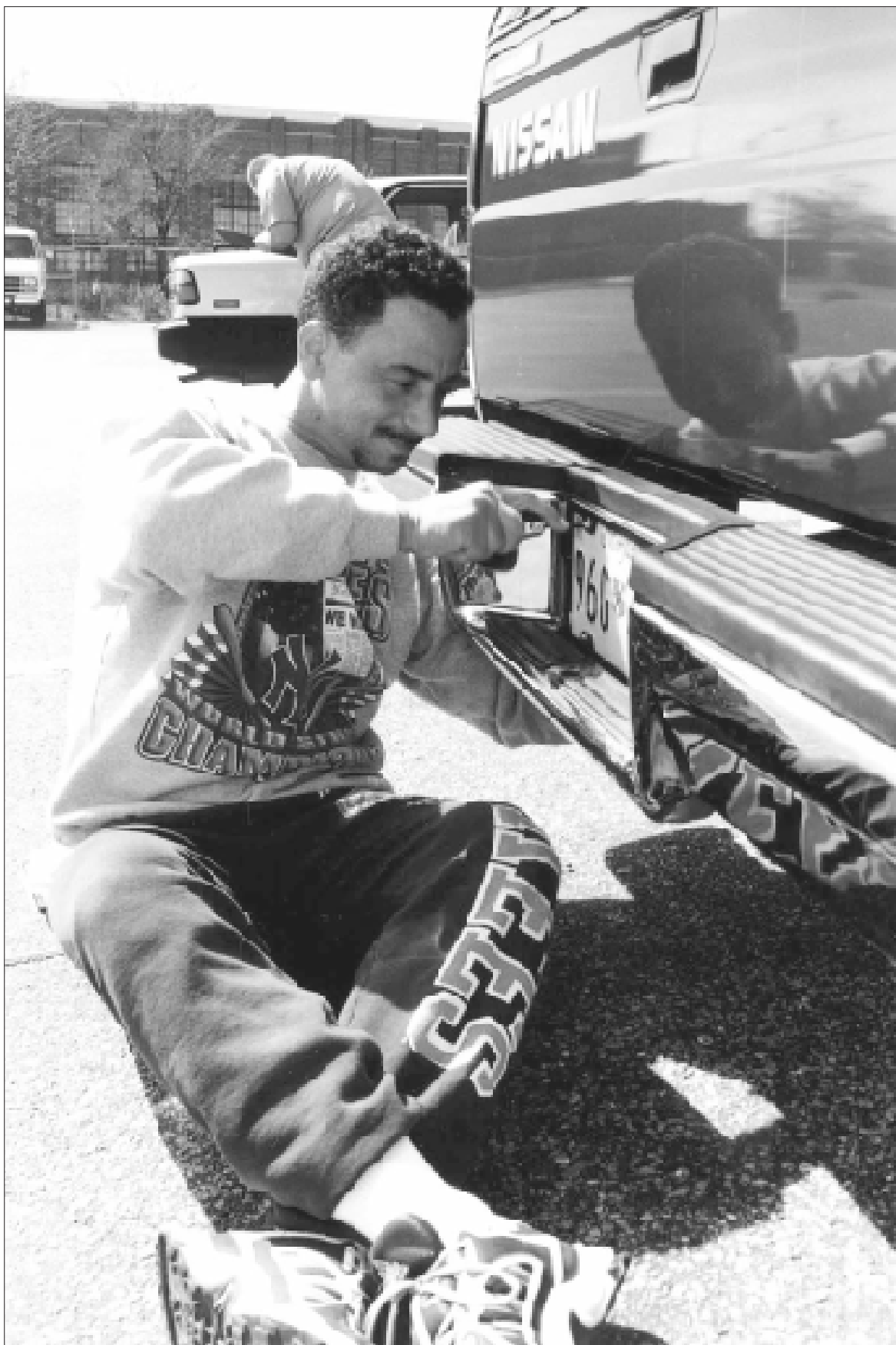
The extra cost depends on the destination, but exceptions may be granted for medical reasons. For example, he said, “If you're required to have a high-capacity van, say a 15-passenger van with a wheelchair lift, you would be allowed to ship it at no extra cost.”

Only self-propelled, wheeled motor vehicles can be shipped. This includes automobiles, station wagons, jeeps, motorcycles, motor scooters, vans and pickup trucks.

Customers are getting their vehicles much faster than they used to. “Our contractor has been beating our transit time by as much as 15 to 20 days,” he said.

“Loss and damage claims have been cut from about 12 percent to about 8 percent. Contractors are paying more attention because the money is coming right out of their pockets instead of taxpayers' pockets.”

Helfrich said the incentive for faster service is that the contractor doesn't get paid until the customer picks up the ve-



MTMC photo by John Randt

First Sgt. Rafael Rabassa prepares to ship his vehicle to the Dominican Republic through the Military Traffic Management Command's Global Privately Owned Vehicle contract at the Baltimore Vehicle Processing Center.

hicle.

Customers can make it easier for themselves by removing all personal items, such as tape recorders, radios and other small electronics, before arriving at the processing center, he said.

Household items, camping equipment, and flammable and hazardous substances such as waxes, oils, paints, solvents and polishers must be removed before shipping.

Propane tanks must be purged and certified before the vehicle is turned in.

Customers may leave behind items they will need when they pick up their vehicle. This includes such things as jacks, tire irons, tire chains, fire extinguishers, nonflammable tire inflators, first aid kits, jumper cables, warning triangle,

trouble light and tools valued at less than \$200.

A spare tire, two snow tires, portable cribs, children's car seats and luggage racks can be left in the vehicle.

Two-car families are warned that shipping a second vehicle can be expensive, and MTMC doesn't provide government shipping rates for them, Helfrich noted.

Loss and damage reimbursements tend to be much lower than those paid by government contractors, he added.

Whereas DoD must use U.S.-flagged vessels for shipments, people shipping a second vehicle can use a foreign flag vessel. The bill could be as much as \$900 one way, depending on the destination, he said, and owners might be liable for an import duty as well.

“You don't get the same services we provide,” Helfrich said. “I'm told that on the ocean the carrier's liability is \$500 per shipment. Under our contract, the contractor is liable for up to \$20,000 per vehicle. If there is minor damage, service members can settle with the contractor on the spot up to \$500. A lot of members take advantage of that.”

Directions and maps to the processing centers and more detailed information on shipping a vehicle can be found at <http://144.101.37.133/property/vpc/default.htm>. Also available at the site for more detailed information is the pamphlet, “Shipping Your POV.”

The booklet is downloadable as a .pdf file and requires the Adobe Acrobat Reader plug-in to view.

The Military Traffic Management Command Global Privately Owned Vehicle System has proven itself faster, easier and more efficient than its predecessor. More than 75,000 vehicles roll through some 35 MTMC-operated full service processing sites worldwide every year.

Directions and maps to the processing centers and more detailed information on shipping a vehicle can be found at MTMC's vehicle shipment Web site at <http://144.101.37.133/property/vpc/default.htm>.

The toll-free phone number for overseas centers is 1-800-TRANSCAR (872-6722) unless otherwise noted.

Spouses know more than we think

By Sgt. Maj. Robert W. Holub

Marine Forces Pacific

CAMP H.M. SMITH, Hawaii – I was having breakfast the other day with the Commanding General’s aide-de-camp, Maj. Jesse Gruter, when during our conversation he looked at me and said that he does not let his wife, Brittan, read my articles anymore.

I started laughing and asked him why? He told me with a smile that while he was packing his seabag for Exercise Ulchi Focus Lens, he wasn’t thinking and had packed some brown skivvy shirts in his bag along with some green ones. But when he went back to double check his gear, he noticed the brown ones were not there any more.

Surprised by the missing skivvy shirts, he asked his wife if she knew anything about them. What she told him brought a smile to his face and to mine as well. She said that she had removed the brown ones because she remembered reading in one of my columns that Marines are not allowed to wear them any longer.

She also knew that, as the commanding general’s aide, he should be setting the example so she removed them so he would not be in violation of Marine Corps regulations. (Now, I am sure that the major, being the warm and sensitive Marine that he is, thanked her profusely for bringing this uniform matter to his attention Yeah right.)

Aside from the obvious fact that she was keeping him out of trouble, the point he was making was how proud he was of her knowing more about the Marine Corps than he had given her credit for.

After we finished breakfast, I started thinking about how Mrs. Gruter and hundreds of others like her save our bacon every day by knowing more about the Marine Corps than we give them credit for. That is what I would like to talk to you about this week.

I recently returned from my fifth and final Sergeants Major Symposium in Quantico, Va., last month. What I failed to tell you was that my wife, along with several other wives, also attended the symposium at the invitation of Sergeant Major of the Marine Corps and Mrs. McMichael. Why? Because when the Commandant talks about the Marine Corps as a family, he means it. Both he and the Sergeant Major of the Marine Corps are very much interested, as were their predecessors, in how our Marine families feel, and they are always looking for ways to improve their quality of life and keep them as well informed as they possibly can.

This year, Mrs. McMichael and the wives of sergeants major from commands around the Corps put their thinking caps on to come up with new ways to take care of our families and improve the information flow to them

See **Sgt. Major**, page 10

Wrestling tickets on sale

The Station Entertainment Ticket Office is offering World Wrestling Federal tickets for \$24. The office is located at Building 2524. The tickets are for the Oct. 8 event at the Sports Arena.

Community hosts Military Appreciation Night

The San Diego Armed Services YMCA and the Gaslamp District are hosting a Military Appreciation Night Oct. 19 starting at 6 p.m. The first 500 people will receive a free T-shirt. The fee is \$5.

For more information, call (619) 232-1133 or visit the Web site *http://www.asymcasd.org*.

Camp Pendleton hosts retiree fair

Marine Corps Base Camp Pendleton is hosting their 7th annual retiree fair Sept. 30

from 9 a.m.-1 p.m. at the South Mesa Club near the Main Gate.

The guest speaker is Sgt. Maj. Mike Mervosh, who was one of the few Marines from the 4th Marine Division to go into World War II.

The San Diego Band and numerous legislative updates will be provided along with activities. Lunch will be available for \$5.95.

For more information, call 1-800-253-1624.

Annual cards and games to be held

The San Diego County Women’s Council of the United States Navy League is hosting its annual cards and luncheon Nov. 10 at 10 a.m. at the San Diego USO. The USO is located at 303 “A” Street in San Diego. The cost is \$12 and will go toward USO holiday dinners.

For more information, call Leticia Parker

at (619) 474-6041 or Rose Burnett at (619) 432-7546. Optimist Club seeks volunteers

The Optimist Club, a non-profit organization is seeking volunteers for projects with children in the community. The club meets every Thursday at 5 p.m. in the station chapel classroom.

For more information, call John White at (619) 466-6054.

Teens’ Night In

The Rancho Family YMCA, A teen Advisory Council and Friend & Family Community Connection is sponsoring a Teens’ Night In Saturday at the Rancho Family YMCA facility from 6:45 p.m.-11 p.m. for swimming and fitness, as well as music, movies and other entertainment. For non-YMCA members there is a \$2 fee.

For more information, call (858) 484-8788.

Jaguars slam MAG-39, 44-0

By Cpl. Micheal O. Foley

CPAO, MCAS Miramar

The Marine Corps Air Station Miramar Jaguars upped their record to 10-0 in the Camp Pendleton Tackle Football League with a 44-0 obliteration of Marine Aircraft Group 39 at Camp Pendleton Sept. 14.

Although MAG-39 was able to move the ball early in the first half, the defense eventually wore them down and kept them out of the end zone. The Jaguar defense didn't allow any points for the eighth straight game and it scored the final two touchdowns of the game.

MAG-39 ate up most of the clock in the first quarter with a brilliant 16-play drive that the Jaguars kept alive by a personal foul penalty on a punt. Unfortunately for MAG-39, they couldn't get deep enough into Jaguar territory and were forced to punt for the second time in the drive.

Miramar's first possession was nearly a success, but quarterback Aaron Sutton fumbled on a third-down play inside the 1-yard line.

"I don't think the turnover gave their team any confidence," said head coach Richard L. Mohny. "Their defense has only allowed one team to score more than two touchdowns this season. I believe they expected to play



Photo by Cpl. Micheal O. Foley

their talents and left their egos behind to help the offense in their own way."

Much of the running success can be attributed to the offensive line made up of center Ronald L. Duncan Jr., tackles Garry Miracle and Joshua Shaw, and guards Keith

Sutton exploded in the second half with a six-yard touchdown pass to Rutledge and a 13-yard touchdown pass to receiver Tim McLean. The punt blocking team forced the MAG-39 punter to misfire and kick the ball directly into the back of his own player's helmet, sending it backward through the end zone for a safety. When the dust cleared the Jaguars held a 30-0 advantage and their offense would not take the field again.

The defense, however, was not done scoring. Defensive tackle Julius Franks grabbed a loose ball and charged 20 yards and across the goal line to make the score 36-0. On the next possession, defender Robert J. York capitalized when the MAG-39 center snapped the ball over the quarterback's head and into the end zone. York fell on the ball for a touchdown. A two-point conversion made the final score 44-0.

Although there was still plenty of time left in the game, referees made the decision to end the game. "Any time after halftime,

if any team leads by more than 40 points the official has an option to call the game if they feel the players are getting out of control. MAG-39 was indeed out of control," said Mohny.

The Jaguars still have two regular season games to play this season against third-place Headquarters and Support, 1st Force Service Support Group and sixth-place 1st Supply Battalion. The Jaguars' defense hopes to continue its dominance over the opposition as well as continuing its shutout streak. The Jaguars have out scored their opponents 315 to 8 this season.

"It's a goal they have set for themselves," said Mohny. "My concern is that we play a fundamentally strong and a clean, hard game leading us to victory. I just want them all to have fun and end each game injury free."

Mohny won't promise more victories, but the team is confident that they will walk into the playoffs undefeated. "Confidence is a powerful friend when it's on your side."



Photo by Cpl. Micheal O. Foley

Defensive end Edward Anderson stands up a MAG-39 running back while three more Jaguars rush in for the group tackle.

that well. Our offense's confidence wasn't hurt by the turnover, just disappointed."

After a fumble recovery on the 10-yard line by Jaguars' defensive end Joe Stuck, running back Darrell Gunter ran all over the field on one play and finally into the end zone to give the Jaguars first blood midway through the second quarter.

Kicker Kevin Mercier made the score 7-0 with the extra point.

Gunter and running backs Dione Briscoe and David Philpot combined for 90 yards in the game on only 11 carries. They also had nearly 40 rushing yards called back on penalties. The trio have come through in the absence of Jaguars' leading rusher Jeremiah Budnovich who is out with a season ending knee injury.

"I've been real pleased with all three backs," said Mohny. "They have combined

Greening and Brent Maddox. The linemen have become a team within the team.

"This group of men constantly strive to become better," said Mohny. "They built a friendship among them that simulates a close-knit family. I would have to say they are the nucleus of our football team."

The rest of the quarter, both offenses were shut down until the final seconds of the half. After defensive end Lonnie Graves' interception return to the MAG-39 45-yard line, Sutton was able to put together another scoring drive.

Sutton found receiver Daniel Lynch for a 23-yard reception on the final drive of the half. Receiver Jermaine Rutledge then hauled in a 27-yard touchdown reception on fourth down as time expired in the first half. Mercier's boot gave the Jaguars a 14-0 edge going into halftime.



(Top right) Miramar defensive end Joe Stuck, 64, breaks through MAG-39's offensive line for a sack in the second quarter during the game. Stuck is one of the most experienced and consistent players on a team that's full of superstars. (Left) Jaguars' defense did not give their opponents much ground Sept. 14. MAG-39's closest look at the end zone came from 29 yards away. The Jaguar's defense has only given up one touchdown this season and leads their opponents 315-8 in yardage.

Photo by Cpl. Micheal O. Foley

MAG-16, 5th Marines Stride through Sea Horse Wind ...

Restricted helicopters and deployed "firefighters" reduce scale of exercise, not scope

By Staff Sgt. Ted L. Hansen

CPAO, MCAS Miramar

FORT HUNTER LIGGETT, Calif. — Marine Aircraft Group 16 and the 5th Marine Regiment wrapped up Sea Horse Wind '00 Monday, completing the 13-day exercise at a reduced scale due to the unavailability of the MAG's CH-53E helicopters and the regiment's dedication of a battalion of Marines to other causes.

The exercise, designed to practice the operational plan for I Marine Expeditionary Force and 3d Marine Aircraft Wing contingency operations within their area of responsibility, was originally slated to involve multiple battalion-size heliborne lifts.

The exercise was conducted at a

reduced scale this year due to the Aug. 25 suspension of Navy and Marine CH-53E helicopters, including the Navy's modified versions.

Also, 5th Marines was short on personnel after deploying 500 Marines to help fight wild fires in the Salmon National Forest, Idaho from early August through the first week of September.

Col. Martin D. Peatross, commanding officer, MAG-16, said the exercise was an equal, if not a greater success than last year's despite the reduced number of aircraft and Marines. "The exercise itself went off exactly as planned as far as the lifts were concerned — after we adjusted for losing a battalion," said Peatross. "The downsizing did not allow us to train as many, but it didn't tone down the tactical flavor of the exercise."

Adding to what was learned during SHW '99, this year's exercise continued to refine tactics, techniques and procedures for conducting large-scale heliborne assault operations with the addition of expanded nighttime operations. Peatross said other capabilities were scheduled to be added in 2000, but were not included

because of the loss of the lift support of more than a dozen "Super Stallion" helicopters that were slated to deploy for the exercise.

For the exercise each CH-53 typically brings with it the capacity to carry 24 combat-loaded troops, twice the capacity of the CH-46E that are also part of MAG-16.

The exercise began with an airfield seizure and the subsequent establishment of a forward operating base. Numerous 3d MAW assets supported MAG-16 during the six-phase exercise. Close air support was provided by F/A-18s from MAG-11, also based at Miramar. Marine Aerial Refueler Transport Squadron 352 provided aerial and ground refueling support, and passenger and cargo transportation throughout the exercise, flying about 40 support missions total.

Marine Wing Support

port Squadron 374, from Marine Air Ground Combat Center Twenty-nine Palms, Calif., provided logistics support and established a

tactical aviation fuel dispensing systems at the forward operating base. Air control and radar capabilities were provided by Marine Air Control Group 38, based at Miramar.

The Aviation Combat Element, headquartered by MAG-16 Headquarters was backed by a total of 15 CH-46E "Sea Knight" helicopters from Marine Medium Helicopter Squadron 163, HMM-165 and HMM-166. Marine Light Attack Helicopter Squadron 369 from MAG-39 MCAS Camp Pendleton, Calif., reinforced the ACE with nine AH-1W "Cobra" and six UH-1N "Huey" helicopters.

In total, the ACE flew about 500 flight hours during the exercise.

About 600 MAG-16 and MAG-39 Marines deployed for the exercise, including much of the MAG-16 HQ staff.



Photo by Pfc. Christopher H. Fitzgerald

A UH-1N Huey from HMLA-369 is refueled by Marines from MWSS-374 using a tactical aviation fuel dispensing system at Fort Hunter Liggett, Calif. during SHW '00.

Peatross said he hopes to deploy on a larger scale to train more MAG-16 personnel next year. The larger scale will also add a more realistic training environment that is more closely aligned to the operations plan.

Unlike SHW's predecessor, the Dessert Punch series of exercise, SHW is designed to develop the group's ability to deploy from its highest headquarters down to the individual squadron level. Peatross said the

exercise tests the staff's ability to plan operations, logistics and administration necessary to facilitate large-scale exercises while forward deployed.

"(Sea Horse Wind) trains us in the things we need to know to go to war," said Peatross. "It's very important to take the entire headquarters, to get this training for everyone, not just at the squadron level."



A division of CH-46E Sea Knights helicopters depart from the landing zone after completing a "battalion minus" insert of Marines during Sea Horse Wind 2000. The exercise is designed to train I MEF and 3d MAF to conduct large-scale heliborne assault missions in preparation for contingency operations within their area of responsibility. However, this year's exercise was on a smaller scale due to the loss of the CH-53Es and Marines who are serving as firefighters.

Photo by Pfc. Christopher H. Fitzgerald

'Bats' battle MiGs over Nellis AFB during Vegas exercise

This story quotes the late Maj. Nicholas Ferencz III, weapons systems officer and executive officer with Marine All-Weather Fighter Attack Squadron 242. Ferencz and pilot Capt. Bret O. Hines were killed in an aircraft mishap Sept. 11, when their aircraft had a mid-air contact with another aircraft during combat maneuvers over the Barry M. Goldwater Range in western Arizona. Ferencz, a 36-year-old native of Cleveland, and Hines, a 27-year-old native of Richmond, Va., are deeply missed by their families and fellow Marines. They are remembered by those who knew them as Marines -- Marines that were passionately dedicated to their duties as Marine officers and aviators. This story is dedicated in their remembrance.

By Cpl. Micheal O. Foley

CPAO, MCAS Miramar

Marines from Marine All-Weather Fighter-Attack Squadron 242 along with airmen from the German Air Force's 1st Squadron, 73rd Fighter Wing from Laage, Germany, recently conducted a unique week-long exercise at Nellis Air Force Base near Las Vegas.

The Air Force's 422nd Test and Evaluation Squadron hosted the "Bats" and the Germans who flew as "Red Air" adversaries against the air force pilots. The Air Force pilots were testing software upgrades in their F-15 "Eagles" and F-16 "Fighting Falcons." Although the Marines and the Germans were working on the same side against the Air Force, they found time to pit the Marine F/A-18 "Hornets" against the German MiG-29 "Fulcrums."

"Several of the 242 aircrew were fortunate enough to go toe-to-toe with the German pilots later in the week during a series of one-on-one dogfights that matched the Hornet against its Russian-built rival, the MiG-29 Fulcrum," said Maj. Nicholas Ferencz III, executive officer, VMFA(AW)-242. "Although aircrew train against adversary tactics on a regular basis, it's a rare opportunity



Courtesy of VMFA(AW)-242

Marines from Marine All-Weather Fighter-Attack Squadron 242 fly along side a MiG-29 "Fulcrum" from the German Air Forces' 1st Squadron, 73rd Fighter Wing from Laage, Germany during a recent exercise at Nellis Air Force Base.

to actually encounter an actual threat aircraft. The last time a Marine shot down a MiG in combat was during the Gulf War. Prior to that, Marines hadn't tangled with MiGs since Vietnam." During downtime the Germans shared tactics and aircraft tips about the MiGs with the Marines. "It was a great opportunity to fly with those guys," said Capt. Ed Rush, pilot, VMFA(AW)-242. "It was very interesting to see them in the air and see how they move. The MiG is an aircraft you hear a lot about but rarely ever see. This detachment made something we've been taught a reality."

In addition to seeing how the MiG aircraft behaved in the air, the Bats also got a look at different flying tactics from the Ger-

mans.

"The Germans did really good work up close," said Capt. Greg Hoffman, weapons systems officer, VMFA(AW)-242. "They aren't as advanced technologically, but they make up for it with their high level of situational awareness. They were very straightforward and forthcoming as well. They gave us the classified lecture on the MiG and let us climb all over their jets and see through their sights."

They learned more with at extensive post-flight debriefs and critiques made possible by information down-linked from Tactical Aircrew Combat Training System pods carried on the fighters.

None of the pilots would have learned as

much without the hard-working maintenance Marines sweating on the ground. The maintenance crew worked through temperatures as high as 112 degrees Fahrenheit and didn't drop a single sortie all week according to Ferencz. "My maintenance Marines made this detachment happen," said Lt. Col. "Rocky" Morrison, commanding officer, VMFA (AW)-242.

"They hustled in the heat and kept our jets in the fight, day and night. Together with the "Bats" from our 'S' shops, they did a superb job the entire week. We worked hard, played hard and did it all safely and responsibly. I think we gave the Air Force and the Germans a good look at what Marine aviation is all about."

MARINE CORPS MARATHON



"THE PEOPLE'S MARATHON" Poster Contest

Active and Reserve Marines, Sailors and civilian Marines serving with the Navy/Marine Team are invited to enter the poster contest for the 26th Marine Corps Marathon.

The Marine Corps Marathon will be held in Washington, D.C., October 28, 2001. Our goal is to celebrate the Marine heritage and to promote physical fitness throughout the community. The Marine Corps Marathon is the fifth largest marathon in the United States, and is acclaimed by many as the best-organized race in the nation.

Our marathon has been called the "Marathon of the Monuments," since runners pass by many of the nation's most prominent sites: The Pentagon, Kennedy Center, Lincoln Memorial, U.S. Capitol building, Supreme Court, Jefferson Memorial and Arlington Cemetery, finishing at the Marine Corps War Memorial (Iwo Jima Monument).

The Marine Corps Marathon is also affectionately known as the "People's Marathon®" for the large number of first-time runners we historically attract.

Detailed Contest Information:

- Deadline: Submit 18 x 24 artwork, or in proportion to 18" x 24," by December 31, 2000. Send entries to P.O. Box 188 Quantico, VA 22134
- The following elements must be included in the poster design: the words "26th Marine Corps Marathon," "The People's Marathon®," the date: "October 28, 2001," "www.marinemarathon.com;" and the Marathon logo.
- You may also include the Marine Corps emblem. For more race information call "1-800-RUN-USMC."
- The final poster dimensions will be 18 inch x 24 inch. The runners T-shirt will be "forest green" which your poster design and color scheme should blend with.

All entries will be judged and the winner declared by January 10, 2001. Original artwork will become the property of the Marine Corps Marathon and will not be returned. The winner will receive two round-trip airline tickets for travel within the CONUS, to be awarded after January 31, 2001. Travel must be completed by October 31, 2001.

For more information call Jennifer Robinson at (703) 784-2225, DSN 278-2225, ext. 296.



Photo courtesy of Marine Corps Marathon

When myths and reality collide ... Hispanic truths revealed

Courtesy of LeRC Hispanic Advisory Council of Cultural Awareness

• The homogeneous myth

The term Hispanic was coined by the federal government in the 1970s to refer to the people who were born in any of the Spanish-speaking countries of the Americas or those who could trace their ancestry to Spain or former Spanish territories. Obviously, this represents a wide variety of countries of ethnic groups with different social, political and emotional experiences.

Most Hispanics see themselves in terms of their individual ethnic identity, as Mexican American, Puerto Rican, Cuban, etc. instead of as members of the larger, more ambiguous term originated as a bureaucratic designation -- many saw it as an artificial imposition. The fact that the word itself was coined by the Romans in 204 B.C. to identify the inhabitants of the Iberian peninsula (today Spain and Portugal) conveys a Eurocentric view despised in some Latin American countries. The word "Latino" is more appealing to some since it conveys a wider sense of ethnic and racial reality, plus it is already used throughout Latin America for similar purposes.

Despite the differences, most Hispanic Americans are affected collectively by concerns for bilingual education, employment, housing, poverty, and political representation, making Hispanic coalitions a viable tool for progress.

• The newcomers myth

People think of Hispanics as the latest, most recent group to enter the so-called "melting pot." The erroneous perception is mostly due to the media attention given to Hispanic groups in the 1980s, after the Bureau of the Census published their 1980 results. Their report revealed that Hispanics were the fastest growing group in America, soon to become the largest minority group. People associated the growth with immigration, ignoring the long history of Hispanics in the United States.

Hispanic heritage in the U.S. goes back a long time. When Plymouth was founded in 1620, Santa Fe was celebrating its first decade and St. Augustine its 55th anniversary. Spanish settlements developed in the southwest region of today's U.S. and also in the Gulf Coast and the Florida Peninsula. Some Latinos can trace their ancestors back to those days.

Other Hispanic groups, like the Puerto Ricans, did not migrate into the U.S. but instead were absorbed into it during the American expansions of the late 19th century. Puerto Ricans were

See **Heritage**, page 11

More than Mariachis — Corps celebrates Hispanic Heritage

Story by Marine Corps News

HEADQUARTERS MARINE CORPS, Washington, D.C. — Hispanic Heritage Month is celebrated September 15 through October 15. Marines and their family members are encouraged to take advantage of the wide range of Hispanic cultural activities at their bases and stations designed to educate and enlighten.

"People think we're all about Mariachis and spicy food," said Petty Officer 2nd Class Laura Castro, Naval Media Center, Pearl Harbor, Hawaii. "But Hispanic Americans have a fascinating history and culture that's more than just Cinco de Mayo."

"Hispanic Americans have been a strong influence in the ever-developing fabric of our nation. This fabric is replete with the monu-

mental contributions of a diverse people that history will only recall as 'Americans,'" said to Vice Adm. Norbert. R. Ryan, Jr., Chief of Naval Personnel, in a naval message.

This year's youthful national theme, "Children: Our Hope For the Future," allows us to "celebrate not only our past, but also our future," said Vice Adm. Ryan. "Meaningful interaction with our children today will enrich their 'past' and empower them to celebrate and continue a rich American heritage."

Vice Adm. Ryan's message strongly encourages commands to recognize the many past, present, and future contributions of

Hispanic Americans to our nation by supporting appropriate ceremonies and activities.

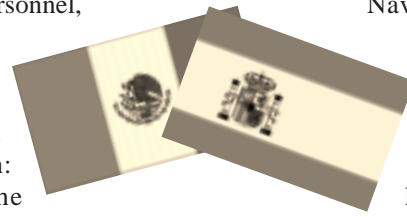
Navy-specific information on Hispanic Heritage month may be found at www.bupers.navy.mil/mentor.

"DID YOU KNOW?":

Hispanic Americans own 1.3 million businesses in the U.S. generating \$200 billion in annual gross receipts.

The Hispanic market represents \$356 billion in purchasing power. Currently, 80.1% of Hispanic men 16 years and over are in the United States labor force — the highest participation rate of any other group.

More statistics are available at: http://www.interactivefront.com/latino_facts.htm.



ITT offers discount SCUBA trips

The Entertainment Ticket Office has ticket specials for Dive Connections available. The two-tank Los Coronados dive trip is about seven hours round- trip and includes tanks, weights, lunch, snacks and refreshments on board for just \$69 (regularly \$80). A 4-1/2-hour, two-tank local kelp and “Wreck Alley” trip is available for \$52 (regularly \$60).

For details, see their Web site at www.gottadive.com., visit the Entertainment Ticket Office in Building 2524, or call (858) 577-4126 for more information.

Semper Fit brief on Women’s Health planned

The Semper Fit Health Promotion Office will offer presentations, displays and handouts on women’s issues including Family Planning, Sexually Transmitted Diseases, Sexual Assault and Breast Health Care.

Experts will be on hand to answer your questions. All active duty personnel, family members and DOD civilians, male and female, are welcome to attend the free brief, 8 to 10 a.m. Tuesday at the COMCABWEST Auditorium located in Building 630.

For more information, call 577-1331.

Semper Fit offers massage special

Through Oct. 9, you can get \$10 off the regular \$40 cost of a massage, available every Monday, Thursday, Friday and Saturday (by appointment).

Look for the flyer with the “\$10 Off” coupon, or call the Fitness Center, 577-4128.

Hispanic Heritage Month

Hispanic Heritage Month is celebrated Sept. 15 to Oct. 15. The station library is helping the celebration with a free book drawing.

Register to win one of these free Hispanic Heritage books: Abuelita’s Heart; Remembering Serena: A Tribute in Pictures and Words; or Contemporary American Success Stories: Famous People of Hispanic Heritage.

Visit the library, Bldg. 5305, to enter, Sept. 18 through Oct. 12. Books will be awarded Oct. 16. For more information, call the library at 577-1261.

Freebies of the Week

Sept. 18 – 22: Win a Family Four-Pack of Tickets to the Wild Animal Park! Register at the Relocation Office in the Joint Reception Center, Bldg. 2258 between 7:30

a.m. and 4 p.m., Monday through Friday.

For more information, call 577-1428.

Sept. 25 – 29: The Outdoor Adventure Center has Two Sets of Tickets to Catalina Island on the Catalina Flyer, along with two one-hour sightseeing tours.

Register to win at the OAC in Building 6673; they’re open Monday through Friday from 8 a.m. to 5:30 p.m., Saturday from 8 a.m. to noon and Sunday from 1 to 5 p.m. The OAC is closed on holidays.

For more information, call 577-4150.

Air Show tickets are on sale

General admission blanket seating at the Miramar Air Show is free, but several paid seating upgrades are offered. One upgrade is the ultimate is the Semper Fi Chalet, which includes a continental breakfast, buffet lunch and snacks, beer, wine, soda and water, preferred parking and a complimentary souvenir program.

Other choices include the Flight Deck Chalet, The Observation Deck Chalet, Box Seats and Grandstand Seating. Ticket prices vary by location and show, but advance purchases will save you money.

Visit Entertainment Tickets in Building 2524, or call them at 577-1016. Tickets are now available through Ticketmaster, (619) 220-TIXS.

Visit the air show Web site at www.miramarairshow.com for more Air Show seating and ticket information and a link to Ticketmaster.

Walkin’ Footloose

A new fitness program – Walkin’ Footloose – starts Oct. 2, and continues every Monday, Wednesday and Friday from 11:15 a.m. to 12:15 p.m. All ages and abilities are welcome. There’s no fee – strollers and joggers are welcome!

For more information, call the Fitness Office at 577-4129.

Legoland Salutes the Military

Legoland California has specially-priced tickets for just \$25.25, valid for anyone over age 3, and special military-only giveaways.

Enter to win the Legoland Summer Salute 2000, now through Sept. 30. The Grand Prize is an Ultimate Legoland Birthday Party* (approximate \$500 value); 1st Prize is a day at Camp Legoland* (approximate \$300 value), and 2nd Prize is a Legoland Gift Basket (approximate \$100 value). * Good for up to 15 guests through December 31, 2000.

Stop by the Entertainment Ticket Office at Building 2524, or call 577-4126.

Runway 10K & Flight Line Bike Classic are coming

Entry blanks for the 2000 Runway 10K & Flight Line Bike Classic (10K/5K Run/Walk & Fun Bike Ride) are available. The events, which include a Wheelchair 10K, take place Saturday.

Advance registration fees must be paid for postmarked before Sept. 10. Full details

are available on the entry form (the form is downloadable from www.mccmiramar.com/10kbike.html; you can also register online).

As this is the kick-off event for the Miramar Air Show, all participants will receive free passes to the Friday Invitation Only Air Show on Oct. 13.

For more information, call 577-1000 or 577-4128.

MCCS Library goes Online

If your computer at work or at home has Internet access and either an Internet Explorer or Netscape Navigator web browser, you can surf the catalog of the MCCS Station Library, plus 15 other Marine Corps libraries. To reach their catalog, go to <http://10.1.12.20/> in your web browser’s address bar, or type <http://library.usmc-mccs.org/>.

At the U.S. Marine Corps Community Services Libraries page, click on Miramar. At the Miramar page, click on “Search from Home,” and you are in the catalog. You can search from your office or from any computer with Internet access just as you would on one of the in-house library computers. You can also reach this site through your MCCS home page at www.mccsmiramar.com.

The MCCS Library is located in the Life-long Learning Center in Building 5305, off Miramar Way and Pelican. They are now open from 7 a.m. to 9 p.m., Monday through Thursday; 7 a.m. to 6 p.m. Fridays, and from 10 a.m. to 6 p.m. Saturdays. The Library is closed holidays and Sundays.

For more information, call 577-1261.

Sgt. Major,
continued from page 5

as well. What they came up with at the conclusion of “their” symposium were several suggestions and recommendations that Mrs. McMichael briefed to the Commandant for his consideration.

Why ask spouses for their opinions? Who better to ask about the challenges that our families face than the wives of the senior sergeants major of the Corps? These ladies married into the Marine Corps long before programs such as L.I.N.K.S. and Family Services existed. They know how far we have come as a Corps in support of our families. Most importantly, they know where we need to go in the future to improve on what we currently have. When they came into the Marine Corps family, they had only the Navy Relief Society and the local wives clubs to support them while their husbands were deployed. They used their own initiative at countless bases and stations around the globe to lay the groundwork for many of the programs our families now enjoy. They stepped forward to pass along those pearls of wisdom so that future families would never have to struggle like they did.

When the Commandant says we re-enlist families not individual Marines, he is absolutely correct. He knows, as many of us do, that decisions to stay Marine are doomed for failure without the support of the home front. No matter how much you personally may love being a Marine, if your family is not happy with this life, is not involved with what you do or does not understand the importance of your job, you are not going to be as happy and productive as you could be. We know that without your family’s support, you will be preoccupied with family problems and that will affect your work. That can get Marines hurt or killed.

Our families are very important to our

Corps. The Sergeant Major of the Marine Corps and the Commandant are always looking to help spouses like Mrs. Gruter who want to ensure their husbands are doing the right thing and to support them in their careers as much as they can. I think you will appreciate the work the wives of the sergeants major of the Corps did on your behalf. As the Force Sergeant Major, I would like to offer my personal thanks to all the wives of the Force who took time away from jobs and family duties to make the long trip to Quantico to make a difference not only for the families of MARFORPAC, but for those of the rest of the Marine Corps as well. I know I have the smartest sergeants major in the Corps here in Marine Forces Pacific because they all had the good sense to marry ladies like you.

To the entire Force, let me say, on behalf of all the Marines and Sailors you honor with your love and sacrifice, we owe all the spouses a deep amount of gratitude. Not just on the official Spouses’ Day, but every day you keep us out of trouble by finding that last Irish pennant on a uniform before we walk out the door to throwing those brown skivvy shirts in the trash. Thank you for supporting our careers and taking care of your “extended” families on our bases and stations and of those less fortunate.

Our families are force multipliers and we should always remember that. They know far more about the Marine Corps, our ethos, our core values, and our regulations than we give them credit for. We need to tap into that wealth of knowledge any time we can to improve the quality of life for our families and for our Corps.

To Mrs. Gruter and to all of the spouses like her, I say thank you. Thank you for your support. Thank you for taking care of us, and thank you for making the Corps stronger and better because of your input. You have my respect. ... Oh, and ladies, please keep reading my column. Semper Fi.

Free

Movies

Today

Scary Movie (R)

6:30 p.m.

What Lies Beneath (PG-13)

8:30 p.m.

Saturday

Pokemon 2000 (PG)

1:00 p.m.

Godzilla 2000 (PG)

6:30 p.m.

X-Men (PG-13)

8:30 p.m.

Sunday

Thomas and the Magic Railroad(G)

1 p.m.

Loser (PG-13)

6:30 p.m.

POW/MIA, continued from page 1

continues to try to find the remains of those 900 plus servicemen. This year they brought home the remains of eight Marines from the Vietnam War and gave them full honors at a burial. There are still 255 who are still missing from the Vietnam War,” said Bowdon.

Shortly after, former POW, retired Navy Capt. Dave Carey gave a verbal account of Aug. 31, 1967, when he became a POW in the hands of the North Vietnamese Army.

“The 31st of August 1967 stands out in my mind as though etched in crystal... I ejected from the airplane, had a parachute, landed in the middle of a small North Vietnamese village. When I first landed there was no one around. I got rid of my helmet and parachute. I ducked out between the hooches and started running out across the rice patty,” said Carey.

“I’m running out through the rice patty just as fast as I can go. Running is probably not the operative word here, the mud is about yeah deep (he said as he placed his hand on his calf) in a rice patty, and I’m just sluggish in my way through there. As I’m going through the rice patty I can look up and I can see the airplanes flying away. So I’m kind of half watching the airplanes and making my way through the rice patty, and I notice that one of the airplanes are turning around and he’s going to come back (for me). So I stopped and pulled out a little survival radio we carried back then,” said Carey.

“By the time he boomed across the top I managed to mash the right combination of buttons on that radio and it sparked a life. When I paused to inhale, I let off one of those

buttons on the radio allowing Dean to get a word in edgewise and he said ‘You know we cannot come and get you,” said Carey.

“Then Dean said ‘I’ll see you when this is over.’ Then he flew away. I stood out in the middle of that rice patty — I don’t know how to describe it to you. I felt like I was the only person in the entire intergalactic universe. It was me out there by myself. I wasn’t alone for very long of course, the next thing that happened was I was immediately surrounded by about ‘one million’ North Vietnamese, that’s an exaggeration. There were 850,000 of them. I don’t know where they came from. They captured me so fast it would make your head spin... and that started for me what turned out to be a little longer than five and a half years in prison in North Vietnam,” said Carey.

Carey went on to say he is often asked how he managed to survive more than five and a half years in a North Vietnamese prison camp, but the answer is as clear to him as the day he was captured.

“The answer in my mind is very simple, we did what we had to do -- we did our best. We chose to grow through that experience. We kept our sense of humor and we kept the faith. Faith in ourselves, faith in each other, faith in this country and faith in God,” said Carey.

Carey is just one of thousands of servicemembers who have lived through one of the most feared consequences of war. He said current servicemembers would serve just as he did--and survive.

Days of remembrance for POW/MIAs have been conducted since 1979, but it wasn’t until the mid-1980s that a national

day of remembrance was declared for them. After various changes in the date, POW/MIA Recognition Day is held the third Friday of September annually.

Memorial, continued from page 1

variety of billets including assistant intelligence officer, flight officer, and schedules officer. He is survived by his parents, Horace and Elizabeth Hines, his sister Meade, and his brother, Keith.

Heritage, continued from page 9

granted American citizenship in 1917. Economic depressions and two world wars forced many Puerto Ricans to migrate from the island in search of better opportunities. Their current political situation still confuses many who think of Puerto Rico as a foreign country.

Cubans and other people from Central America and the Caribbean came to the U.S. for political asylum to escape persecution in their countries of origin during the Cold War. Civil wars and economic instability in some Latin American countries have contributed to recent migration trends, expanding the number of ethnic and national groups that now fall under the definition of Hispanic.

Hispanics have played a significant role in all American armed conflicts since the War of Independence. Hispanic troops guided by Spanish officials like Bernardo de Galvez fought the British troops at the Gulf coast and provided money and supplies to the American rebels. Admiral David Glasgow

Farragut, a Civil War hero, was also Hispanic. More than 200,000 Puerto Ricans have fought under the American flag since World War I and the Vietnam Memorial includes many Hispanic names, proof of their commitment and courage.

• The language myth

Spanish is the most spoken language in the world after Mandarin, Hindustani and English. Twenty countries speak Spanish as their first language. According to the CIA’s World Fact Book 1995, the U.S. is the fifth largest Hispanic country in the world with 32.9 million Hispanics (including Puerto Rico). Of those, approximately 21 million speak Spanish at home, even though 75 percent of them can speak English well. Only 1.5 million Hispanics in the States cannot speak English at all (1990 US Census). Despite their bilingual skills and Spanish heritage, Most Hispanic Americans recognize and support the use of English as the U.S. first language

• Racial and Ethnic myths

During the 1970s, some scholars and political activists referred to the people of Latin America as the “Cosmic Race” to convey a sense of biological unity. Others still call Hispanics the “future race” implying that Latin Americans were a new emerging race, the result of the mix of all other races. This new race is still an ideal.

Hispanics are not one race, nor do they represent a single ethnic group. The racial and ethnic composition of Hispanic has three major elements: European, African and Native American. These elements manifest in different ways, according to geographics, economic and social factors.